THE BOILER EXPLOSION

Scenes and Incidents in the Neighborhood of the Accident.

ACTION OF THE CORONER.

Opinions of Engineers, Contractors and the Health Officers.

THE ENGINEER SENT TO THE TOMBS.

The neighborhood of 128th street was yesterday the centre of attraction to thousands of persons wno were desirous of witnessing the scene of the appalling accident, consequent on the boiler explosion of the previous day. The first impression of the most ordinary observer is that of great surprise that there were not more than seven persons killed. Not a whole pane of glass is left in the block between 128th and 129th streets, and in some cases the enfronts of stores had been carried away by the effects of the concussion; yet, great and extended as this destruction was, only one person residing on this block, namely, Mrs. John miston, who was in her husband's saloon, was injured, and she only slightly, by the falling glass. The block, with the exception of the District Court fices, is occupied by stores, over which are tenements, let in floors, and, of course, occupied by a number of families; yet not one of these had been art in the slightest degree. As usual in accidents able escapes from injury; and the most notable of these is a gentieman connected with the local press of Harlem, who unquestionably was on the spot at the time of the explosion, and to a certain extent may be described as an eye-witness. He says that he was near the drug store at the corner of 128th street, when he observed a sudden clouding of the atmosphere, a tremendous roar, a wave of air that swayed the body as though it were a straw, the crash of glass, and a fearful and agonizing shriek. He was looking directly at the boiler and had only time to turn his back to the force of the explosion. He was covered with glass, and a portion of a shower of lead settled on his clothing. On recovering himself and looking around he saw a part of the boiler and four dead bodies, two of them with their heads partially blown off. This is what ne remembers to have seen :-He described what he saw in very graphic language, evidently the effect of the exciting and terrible position in which he was placed. But a review of what actually did take place at that awful moment shows that this narrative of horror is far below the reality. The circum-stances attending the death of Miss Bassford are of the most harrowing description. She was Fourth avenue on her way to Third avenue when the explosion took place. She was struck with a fragment of the exploded boiler, and the front part of the head to the chin was literally severed from the body, and blown away twentylve feet from where the remaining portion of her remains were found. It was discovered yesterday hat some of the fragments of the boiler had been thrown a considerable distance. One piece fell in Fifth avenue, near 127th street: several fell in Madison avenue, and the head of the boiler fell on she root of a house on Fourth avenue, between 127th and 128th streets, and found its way into a room on the fourth floor.

THE JURY. At the Twelfth precinct station house Coroner Ressler and his Deputy, Dr. Leo, met. yesterday morning, the following gentlemen, whom he had summoned for the purpose of investigating the cause of death of the unfortunate victims of the accident. It will be seen that the list comprises gentlemen whose qualifications for this inquiry are

Peter Jackson, No. 315 East Twenty-eighth treet, of James L. Jackson's Iron works. David Morgan, Secretary Third Avenue Savings lank.

David Morgan, Secretary Find Avenue, President Bank.

Kichard Kelly, No. 566 Third Avenue, President of the Fifth National Bank.

John B. Root, No. 500 Second avenue.

George Lowther, coal merchant, No. 69 West Fiftieth street.

George W. Stivers, carriage factory, No. 144 East Thirty-first street.

W. H. Paulding, Pottler & Stymus Manufacturing Company, Lexington avenue.

Company, Lexington avenue.

Dow S. Kettle, inerchant, No. 6 West 125th street.

Lewis Sali, wagon manufacturer, No. 767 Third

Edward A. Moore, builder, Seventeenth street

nd avenue A. Martin Toomey, No. 644 Lexington avenue. John Gillelan, banker, corner 114th street and

After the jury had been told by the Coroner for what they had been called together they proceeded to inspect the scene of the accident, and several of the jurymen, who were experts, took a measure ment of certain parts of the boiler and also of the external plates, which they found to be a quarter of an inch thick. They then proceeded in a body to Mr. Bassiord's house, at No. 51 East 125tn street. The Coroner and jury were received by Mr. Bassford, who is evidently feeling very acutely the terrible death of his daughter. He invited the jury to his parlors, where the remains of Miss Bassford were laid in a casket. The young lady, in life, must were laid in a casket. The young lady, in life, must have been a very pretty blonde; the face bore no indications whatever of the violence of her death, with the exception of a severe wound on the upper part of her forelead. Around the casket, and amid the sobs of her relatives, Coroner Kessier swore each of the jury to truly and diagontly inquire into the cause of her death, after which they retired from the very elegant house, which had so suddenly been made a house of mourning.

At the twelfth precinc station house, and coroner Kessier informed them that it would be need ut for him to obtain the evidence of experts as to boiler explosions, and that as the in-

experts as to boiler explocions, and that as the in-quiry would probably occupy some considerable time he did not propose to commence it before Wednesday next, and that it would be held at the quity would probably occupy some considerable time he did not propose to commence it before twednesday next, and that it would be held at the Coroners' office, corner of Houston and Mulberry Streets. He then dismissed them with the usual caution as to avoiding conversation on the Bubject and the reading of newspaper narratives in reference to the explosion. Ex-Aiderman Otis T. Hali appeared for the contractors and asked the Coroner to consider the question of bail in reference to the engineer, John Barnum, who was detained in one of the cells of the station house. Mr. Hall said that Barnum was a considerable distance from the engine when the accident occurred, and could not be held responsible for it, he thought. The Coroner said the question of bail or the discharge of Barnum was entirely in his (the Coroner's) discretion, and he would consider the application; but his present judgment was that Barnum must be detained. Coroner Kessler, a reporter of the Heratio and Captain Bennett subsequently visited Barnum in his cell, and had some conversation with him as to his knowledge of the accident. Barnum stated that he had looked at the boiler twenty minutes before the accident occurred, and that he had found in it two ganges of water; that was amply sufficient, and the boiler could not have exploded for want or water, neither was there any necessity for the introduction of any cold water. As far as he could ascertain no one put any water in the boiler was there any necessity for the introduction of any cold water. As far as he could ascertain no one put any water in the boiler was there any necessity for the introduction of any cold water, which the men were beginning to do when he left it, the boiler was there any necessity for the introduction of any cold water, say he could assert he left it. His theory of the cause of the explosion. This opinion of Barnum's standard he had been exposed heated plate free from any water, and heat this was productive of a force that resulted in the explosion. This opinion of Barnu

Eureau of Boiler Inspection and the the stationary and portable boilers in the city was

vested th the Sanitary Company of the Police viewing Board. The licensing of engineers is, under the same law, vested in the Sanitary naturally a representative of the HERALD, in his search for information relative to occurring on Tuesday, bent his steps to the Police Headquarters, where Captain Yule and the Sanitary Company are housed. The Captain had just despatched Engineer Horton to Harlem with orders to make as full and accurate an investigation as possible and report the results. Pending the return of Mr. Horton the reporter eninto a conversation with the Captain, who stated that inspections of boilers, both stationary and portable, are made once a year by Officers Thomas McLaughlin, John Holscher and Michael Cunningham, practical engineers, who fix the pressure and give the certificate of inspection. rs. Horton and Sutton, two practical engineers, are detailed for the duty of examining applicants for engineers' positions. When the owner of a beller employs an engineer the engineer must appear and be examined by these officers. If found competent these examiners recommend that he be licensed as engineer of the particular

no the flocking as the proved by Captain Yule, and the Police Commissioners then issued a license to the applicant. The law under which this inspection is conducted its said to be the most incomplete statutes that they fact to be the most incomplete statutes that they fact to be the most incomplete statutes that they fact to be the most incomplete statutes that they fact they are seen to be applied to the management of those learful instruments of death, which are scattered everywhere in the built up portions of the city.

THE LAW

Secrion 1.—Every owner of a steam boller or boilers in me in the Metropolitan Police district shall annually, and at such convenient times and in such manner and form a may by rules and regulations to be made thereof to the said Metropolitan Police Board, at its headquarters, the location of your shear boiler or boilers, and thereupon, and as soon threatter as practicable the Metropolitan Police Board, at its headquarters, the location of your shear boilers, and thereupon, and as soon threatter as practicable the Metropolitan Police Board, at its headquarters, the location of your shear boilers shall be tested by the Metropolitan Police Board, at its practicable the Metropolitan Police Board, at the opposition Police, and they shall be shall be detailed for such duty except he be a practical engineer, and they shall be resided for such duty by december of the boilers shall be table to such duty except he be a practical engineer, and they shall be the pressure that that ecritical in the case of any boiler shall be applied to ar upon such boilers, and help the pressure that that ecritical in the case of any boiler shall be applied thereto. In limiting the amount of the boiler inspection to be insected to the engineer in charge of the same and no greater amount of steam of pressure than that ecritical in the case of any boiler shall be applied thereto. In limiting the amount of the same and the appliances or apparatus comected there with, shall be controlled to the same and the pressure

Lewis Sall, wagon manufacturer, No. 10. Initial advenue.

Theodore Steinway, Steinway Brothers, plano for any owner to use a boiler or an engineer to manufacturers.

Boller Explosions would be remained for any owner to use a boiler or an engineer to take charge of one unless the boiler has been tested and the engineer regularly licensed, and that, in addition, a heavy fine, ball of which should go to the informant, should be indicted upon the offender.

On the return of Engineer Horton he made the

On the return of Engineer Horton he made the following report of his investigations into the catastrophe:—

Police Department of the City of New York, 1
Capiain Yolk, Sanitary Squad, No. 200 Mulberry street;—
Sim—ily your instruction I proceeded this morning to Harlem to collect or ascertain whatever facts I could relative to the bolier explosion that occurred there yesterday a termon. The facts in relation thereto are substantially as follows:—

Messra Hoyne & Berner, sub-contractors on the Fourth avenue improvement from about 120th street to 130th streets, have two portable boilers, one at 130th and 122th streets, have two portable toilers, one at 130th astreets and Fourth avenue, and one on the west side of Fourth avenue, between 123th and 123th streets. It appears that the one at 130th street was in charge of a man by the name of John Barnum as engineer. He was examined for a portable boiler at Ninety-sixth street and Fourth avenue, owned or leaved by R. J. Donnels & Co., on September 8, 1873. The coller that exploded was the one between 123th and 133th streets, and was in charge of a man named Daggett as engineer. It was used for housting dirt out of the cut. The boiler was of the upright tube style, say or seven leet high and forty-four inches diameter, square forebox, with horizonal tubes on the upper partot the firebox and vertical tubes from the top of the firebox to the head of the boiler, which apparently parted about in the centre of the shell and blew tragments in all directions. The largest piece was the top head of the boiler, about 1,000 pounds weight, which landed on the lourth floor of a four story building about 500 feet distant from the scene of the explosion. I procured most of my information from the Twentieth precanct station house, as I found Barnum locked up there and had an interview with him. Deggett was seaded and had been incenhouse. I could get no definite information at the place of the dissaser.

HANFORD HORTON, Testing Engineer.

An examination of the books and records in

home. I could get no healing information at the place of the desire. HANFORD HORTON, Testing Engineer.

An UNILIENSED "ENGINEER."

An examination of the books and records in Captain Yale's office shows that John Barnum had a license to run a bother at Ninety-sixth street; hence in running one at 130th street he was violating the law, as ne had not been re-examined, There is no record of William Daggett, the engineer of the exploded boiler, having ever applied to be examined, and it is probable that the Coroner's inquest will show that he is a novice in the management of steam appliances. Captain Yule's officers have been so far unable to discover the owner of the boiler used by Hoyne & Berner, the sub-contractors, but as it is in their custody they must take the responsibility. Until the ownership and instory of the exploded boiler is obtained it cannot be discovered when, if ever, the boiler was tested. On the Fourth avenue improvement are a large number of sub-contractors of limited means, who are unable to buy new boilers, and who, it is believed, have obtained old ones for a make-shift. The police have reason to believe that on these are also employed as engineers a number of inexperienced men who know little or nothing about steam, and it is likely that a raid will be made upon all such to-day.

What the Health Officials Say.

What the Health Officials Say.

A visit was paid to the rooms of the Board of Health, with a view of learning whether that body had received any complaints of the unprotected condition of Fourth avenue, along the line of the improvements, and, if so, whether it had taken any steps looking toward the compelling of the ratiroad company to protect pedestrians from the danger of falling into their mantraps, by enclosing the excavations as they progress. Not a Commissioner nor the Sanitary Superintendent could be found in the building, the reporter being informed that they were engaged at the National Health Congress now in session. Captain Griswold in charge of Superintendent Day's office, stated that no reports as to the dangerous condition of the banks along the cuttings had been made by Inspectors Viele and Fowler, through whose districts the improvements extend, nor had the Board ever taken any action toward protecting life. "Have they never considered the necessity of having the cuttings enclosed so as to prevent per-

playsical Appearance and were more than usually excellent specimens of the sons of toil.

Enrean of Boiler Inspection and the Regulation of Engineer's Licenses.
Under the law of last the duty of inspecting all the stationary and postable boilers in the city was "There are thousands in the city who do not the stationary and postable boilers in the city was "There are thousands in the city who do not

know of the works now being done on the avenue, and in a empting to cross it on a dark night are flable to walk off the surface, and, falling head on upon the rocks, break their necks. There is, perhaps, no danger to persons walking up or down the sidewalks, which are about thirty feet from the excavations; but it would cost but little to put up a few barrels and lay boards across, to warn people of the danger."

"There is no danger except to intoxicated persons. You or I would not walk over," persisted Mr. Griswold.

warn people of the danger."

"There is no danger except to intoxicated persons. You or I would not walk over," persisted Mr. Griswold.

Assistant Sanitary Superintendent James was found later in the day, and declared that Inspector Velle is very active in watching the improvements and doing all he can for the protection of life. He, too, insisted that the contractors have shown an earnest desire to provide all means required for the safety of hic and have promised to do whatever the District Inspector may order looking to that end. Another gentleman connected with the Board, who resides in the neighborhood of the improvement, assured the reporter that there is criminal negligence on the part of the contractors; that the side walk on Seventyninth street at the northeast corner suddenly ends over a yawning chasm, about twenty feet deep, and that there is not even a rope or light pole at the point where it terminates to prevent a pedestrian hurrying home across the avenue iron pitching headiong down the perpendicular bank twenty feet.

Against the United States Inspectors of Steam Boilers-The Prevention of Ac-

The opinions of the engineers of the Harlem Railroad Company were sought for yesterday afternoon relative to the cause of the boiler explosion in Fourth avenue, between 128th and 120th streets. A HERALD reporter found Chief Engineer Buckout, Resident Engineer Lebon and Assistant Engineer Curtis in the engineers' offices at the Grand Central Depot and ascertained from them their views. In reply to a question as to the cause of the explosion Chief Engineer Buckout said :-

I have not examined the boller since the explosion, and am, therefore, unable to give you any formal opinion as to the cause of the accident, so that what I say you must consider as speculative merely. I was, however, in the neighborhood of the accident immediately before its occurrence, and, as a matter of curiosity, went over to see the engine at work, as it is constructed in a peculiar manner, and is a new one. From what I saw of the engine I considered it working well. Since the explosion occurred I have been thinking how it was occasioned, and my opinion is that the water was allowed to run down too low, and that, an extra quantity of steam being thus generated, the pressure became too great for the boiler, and the result was that it burst. It is not true that the boiler was being filled or had just been filled with cold The fact is that at the time of water. The fact is that at the time of the explosion the engine was being moved by a gang of workmen, and it is important to remember that the hose was disconnected with the engine, so that it would be impossible that the boiler could have been then receiving water.

Resident Engineer LEBON—You will understand that no boiler could receive water except from the injection pump, and when the hose is disconnected, as it was in this case, the theory that the explosion occurred by the filling of the boiler with cold water becomes groundless.

as it was in this case, the theory that the explosion occurred by the filling of the boiler with cold water becomes groundless.

Chief Engineer Buckout—There can be no grounds for that theory at all. I think, so far as can be judged without actual examination, that the water was allowed to run down lower than the man in charge of the engine intended, and that, as some twenty minutes must have passed in moving the engine, the water in the boiler generated steam so fast that the pressure became unbearable. Assistant Engineer Curtis was on the spot and may have observed something to the point. In reply to questions, Assistant Engineer Curtis said:—"I was within some forty feet of the engine when the boiler exploded. I saw

BITS OF THE BOILER FLYING IN THE AIR, and, as you may imagine, would have got away somewhere if I had only known where to run to. Under the circumstances, I was compelied to stand where I was, enveloped in the cloud of steam that diffused itself all over immediately upon the occurrence of the explosion. I have no doubt in my own mind as to the correctness of Chief Engineer Buckout's theory. When the mist cleared away I picked up some bits of the boiler and found them to be galvanized, a fact that is conclusive, with some others, to my mind, that the water must have been down very low and a too great pressure of steam been thereby generated. An important fact also in support of this theory is that none of the workmen were scalded, a fortunate circumstance which could not have occurred otherwise than under the theory that there was but a small quantity of water generating a large quantity of steam in the bouler. At every side of the engine work at the gas pipes near by, and yet none of these were scalded. Those that were killed and wounded, at least the greater number of the, received their injuries from the flying bits of the wounded, at least the greater number of them, re-ceived their injuries from the flying bits of the

Assistant Engineer Curris—I believe him to be a Assistant Engineer Curris—I believe him to be a competent man. I have seen it stated that he was not a licensed engineer, but this is not so. He had received his certificate as an engineer. Furthermore, I know that previous to his being engaged as engineer he had been fitteen years a fireman on the Hariem Raitroad. He had charge of two engines, the second being some distance up the road from where the boiler explosion took place, and at the time of the explosion he was attending to this engine.

the Hariem Railroad. He had charge of two engines, the second being some distance up the road from where the bother explosion took place, and at the time of the explosion he was attending to this engine.

REPORTER—Have you heard or do you know that the exploded toiler had been recently inspected?

Assistant Engineer CURTIS—Mr. Hall, the general superintendent for the contractors for the work, has told me that three different times a request was sent to the Inspectors of Steam Boilers, but these officers latted to put in an appearance to do their duty.

Chief Engineer BUCKOUT—That is a very important fact. I trust that wherever blame belongs in this case it shall be attached.

REPORTER—Osoiderable comment of a very unfavorable nature has been made relative to the work of PROPER PRECAUTIONS
against danger on the work now in progress on Fourth avenue.

Chief Engineer BUCKOUT—I am aware that we have been very roughly dealt with by some of the papers in regard to this matter. But I know that never was harsh criticism more unjust, and indeed the slightest consideration of the difficulty would prove the correctness of my statement. You must remember that the work in progress on Fourth avenue is on the very largest scale, and is one of the great public improvements of the city. We are not doing that work, as you know; it is in the hands of our contractors. Fully 2,500 men are employed on that work, and I feel confident that the contractors have done and as spossible for them, endeavor to employ careful men, at least as foremen. It would be impossible to get so large a number of workmen together without having among them some careless ones, and perhaps a few whose Indifference mpire be more than culpable. But I am persuaded that the contractors have done and are doing their best to prevent accidents of any kind. So far as we are concerned nothing has been left undone by us to protect the public from danger, and nothing more could be done except we were absolutely to interiere with the progress of the work and only in th

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF NOVEMBER AND DECEMBER. Steamer. | Smits, | Destination. | Office.

4	Gaelic	Nov.	13	Lavernool	19 Broadway
1	Cimbria	Sav	13	Bumbase	61 Brone way
п	City of Brussels	100	10.	Damburg	or Froncway
ı	Administration	COV	1000	Pivelboor"	
н	Adriane	SOY.	40.00	Livernool	Ily Broadway.
3	Spain	SOY.	15	Laverpoot	59 Broadway
1	Ville du Bavre	Nov.	40	Havre	58 Broadway
ı	Calabria	Nov.	15	Livernool	& Bowling Green
8	Wester	280 V.	In.	Regimen	of Physics Preside a Dominion of
1	California	Nov.	15	Climan coar	7 Bow How Green
1	Bavaria	Nov.	1/6	Marie Conference	towning ortgen
	Juna	200	¥16	to a month of a	at proudway.
	Minnesota	NOT.	22.00	Laverpool.	Bowling Green
	Same South seasons	MOV.	22.00	Privelbudies	29 Brondway.
	New York,	NOV	100	Bremen	2 Bowning Green
	Italia.	DOV.	1000	The International	7 March Hann Changer
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	WALK OF PARIS	CKOY.	22	Lidvernont	15 Brook Sweet
	Italy	Suv.	99	Livernon	Sitte Til William of Manager
	Baltie	37.60	99	Levernood	by Broadway.
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	Tudia	\$40.V	2411	DOMEROW	7 Bow ling Green
	Cuba	20100	20, -	(Laverpool.,	I Bowling Green
	THE RESIDENCE AND PROPERTY.	DON'T	22	1 5 - 128 SEC COM	THE STREET WAY
	touthe	APP G.	911	diamburg	113 Broadway.

PORT OF NEW YORK, NOV. 12, 1878.

CLEARED. Steamship Alexander Lavaliy (Fr), Courtols, London— Funch, Edye & Co. Steamship Zancia (Br), James, Barrow-in-Furness—G F Bulley. Steamship Konig Wilhelm I (Ger), Hirdes, Bremen via Southampton—Oelrichs & Co. Steamship Manhattan, Woodhull, Charleston—H R Mor-gan & Co.

Steamship Metropolis, Nickerson, Wilmington, NC— Steamship Metropolis, Nickerson, Wilmington, NC— orillard Steamship Co. Steamship Mediator, Smith, Norfolk—Lorillard Steam-O.
Ship Fleetwing, Guest, Melbourne—Mailler & Quereau,
Bark Frey (Nor), Lund, Queenstown or Falmouth—Teens & Bockmann.
Bark Le Grazie (Ital), Stagus, Cork or Falmouth—J C Bark Nettuno (Aus), Meneghetti, Cork for orders-Slo-ovich & Co. ovich & Co. Bark Venus (Br), Davis, Antwerp—Funch, Edye & Co. Bark John E Chase, Davis, Rotterdam—J W Eiwell &

Bark Sole (Ital), Vervena, Constantinople-Funch, Bark Waldo, Pressey, Cadiz-Tupper & Beattie. Bark Bellevue (Br), Cutter, Bordeaux-Boyd & Hinc Bark Braziliera (Ger), Toekens, Richmond-Paven-Ossippee, Sprague, Oporto-Borland, Dearborn & So. Brig Henry & Louise, Wickes, Laguayra and Porto Ca-bello—Dallett, Bliss & Co. Brig Robert Mowe, Abbott, Barbados—H Trowbridge's

Sons.

Brig Wave (Br), Fader, Aux Caves—L F Brigham.
Schr Harry C Shepherd, Clark, Jacksonville—Overton k Hawkins. Schr S II Hayden, Green, Fairhaven-H W Jackson & Schr L Taylor, Hill, New Haven-H W Jackson & Co. Schr A & E Baker, Murray, New Haven-Campbell & Gardner.

ardner. Steamer W Woodward, Young, Baltimore, Steamer Beverly, Pierce, Philadelphia. Steamer Annie, Steen, Wilmington, Del—A Abbott.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINES.

Steamship Spain (Br), Grace, Liverpool Oct 29, and Queenstown 30th, with make and 400 passengers to F W J Hurst. Had strong W gales all the passage. Nov 8, lat 442, lon 54 09, saw bark Madge Wildfire (Br), bound E. Steamship Hansa (Ger), Klugkist, Bremen Oct 25 and Southampton 28th, with make and 337 passengers to Octrichs & Ca. Had heavy weather. Nov 11, lat 40 30, lon 63 35, passed a British brig, bound W. Steamship City of Havana, Phillips, Havana Nov 8, with make and passengers to F Alexandre & Sons. Nov 11, lat 34 26, lon 75 31, passed schr Cora Etta, from Tuxpan for New York. New York.
Steamship Zediac, Chapin, Savannah, with mdse and
Bassengers to Murray, Ferris & Cc.
Steamship Eichmond, Lawrence, Norfolk, with mdse
Steamship Eichmond, Lawrence, Steamship Co. Resembly Zeolic, Chapir, Savainan, with mase and passengers to Murray, Ferris & Cc.
Steamship Richmond, Lawrence, Norfolk, with mase and passengers to the Old Dominion Steamship Co.
Steamship Mediator, Smith, Norfolk, with mase and passengers to J. Lorillard.
Bark Frugoni E Devoto (Ital), Perusso, Gloucester, E, 51 days, with sait to A P Agresta; Oct 20, lat 22 43 N, lon 44 37, spoke bark J Steel (Br), from Hamburg for Charleston: no date, lat 24 35, lon 51 II, bark Theodore Engels, bound south; Nov 5, lat 31 12 N, ton 71 09 W; bark Brahe (Rus), from Lenlon for Baltimore, 43 days out.
Bark Sophie (Nor), Bock, Bristol 46 days, to Herman Kopp & Co.

Koop & Co.

Bark Peti Dubrovacki (Aus), Chersanath, Belfast, I, 55
days, in ballast to Slocovich & Co.

Bark Ottavia Stella (Ital), Gozani, Valencia 55 days, in
ballast to master.

Bark Maddalena II (Ital), Massone, Antwerp 45 days, in ballast to order.

Bark Maria Madre (Ital), Verdina, Dunkirk 50 days, in days, with indee to Daniel St Amanie & Son; vessel to Sicovich & Co.

Bark fiva (of Tortola), Litson, Maracaibo Sept 6, and the bar Oct 14, with coffee to Maitland, Phelps & Co. Sailed in company with bark Victoria Perez, for New York, and was in company with ther for 20 days. The liva brings as passengers the family of Captain Samers, of seh: Lothair (of St John, NB), which was lost (beles, of seh: Lothair (of St John, NB), which was lost (beles, of seh: Lothair (of St John, NB), which was lost (beles, of St John, NB).

ders, of sehr Lothair (et Stroffin, &B), which was the fore reported).

Bark Florence Peters (of Portland), Branscomb, Clenfeuges 22 days, with sugar to Moses Taylor & Co; vessel to Miller & Houghton.

Bark Juliana Gonzalez (Sp), Gonther, Clenfueges 21 days, with molasses to Tucker and Lighthourne.

Bark H D Stover, Pierce, Cardenas 12 days, with sugar to order; vessel to J E Ward& Co.

Brig Brothers (of Sunderland), Trotter, Gloucester, E, 68 days, with sulf, to Boyd & Hincken, Nov 4, off Hat teras, passed a schr hailing from Halfax, with the loss of all her sails. She was from the West Indies, bound for Rosion. Son & Co.

Brig Fearless (of Brixham), Wheaton, Santos via Hampton Roads \$2 days, with coffee to C G Ramsey & Co.; vestel to G F Bulley. Crossed the Equator Sept 27, in lon

days, with sugar to Waydeil & Co; vessel to Miller & Houghton.

Schr E B Wharton, Hardcastle, Tampleo 10 days, with shingles to D Mill & Co; vessel to Van Brunt & Bro.

Schr S S Bickmore, Parter, Brunswick, Ga, 7 days, with lumber to order; vessel to S U Loud & Co.

Schr S Brown, Virginia.

Schr Active, Coombs, Richmond.

Schr Moonlight, Rogers, Virginia.

Schr Criss, Virginia.

Schr Criss, Virginia.

Schr Yankee Doodle, Malsby, Virginia.

Schr Feeze, Crammer, Georgeiown, DC, 5 days, with coal to Slacht & Petty.

Schr M Munson, Dayton, Philadelphia for New Brunswick.

from NNs, lasting five days; carried away foremast-head, together with the fore and maintepmasts, and was obliged to return to this port for repairs. Passed Through Hell Gate.

BOUND SOUTH.

Steamship Glancus, Bearse, Boston for New York, with make and bassengers, to H F Dimock.

Schr David Sprague, Sprague, New London for New York, with fish to order.

Schr F N Ayers, Fost, Providence via Stamford for New York.

Schr Buckley, Bridgeport for New York.

Schr John K Kirkman, West, Providence for New York.

Schr John K Kirkman, West, Providence for New York.

Schr John Crockford, Hart, Bridgeport for Hoboken.
Steamer United States, Davis, Fail River for New York, with mides and passengers.

BOUND EAST.

Brig Protein, Hoboken for Portland.
Schr Julia E Pratt, Nickerson, Philadelphia for Boston.
Schr James Buchanan, Kelty. — for New Haven.
Schr James Buchanan, Kelty. — for New Haven.
Schr Jeres Parker, Philadelphia for Northport.
Schr Geres, Parker, Philadelphia for Providence.
Schr Bramhail, Hamilton, Hoboken of Providence.
Schr George Osborne, Hicks, New York for Providence.
Schr Rachel Vanaman, Brower, Philadelphia for Boston.

ton.

Schr James K Pollock, New York for Providence.
Schr Stella Lee, Brewer, New York for Providence.
Schr Stella Lee, Brewer, New York for Providence.
Schr Union Flag, Bressaw, Elizabethport for Portsmouth.
Schr Damon, Johnson, Port Johnson for Providence.
Schr Loon, Hulse, Port Johnson for Bridgeport.
Schr Louisa, Port Johnson for Somerset.
Schr Louisa, Port Johnson for Somerset.
Schr Hone, Foster, Elizabethport for Poston.
Schr New Light, Ale xandria for New Haven.
Schr Cabinet, Westhall, Amboy for New Haven.
Schr Sins Brainard, Hodgen, Amboy for Boston.
Schr Henry Taber, Benson, Philadelphia for New Bedford.

ord. Schr Lily Ernestine, New York for New Haven. Schr J McCloskey, Skidmore, Elizabethport for Provi-

Sehr J alexander, Amboy for Bath.
Schr Cherub, Fletcher, Amboy for Bath.
Schr F H Hall, Murphy, Amboy for Bath.
Schr J W Hine, Baldwin, Amboy for Hartford.
Schr J A Fredmore, Sherman, Amboy for Fall River.
Schr I H Borden, Dodge Elizabe hoort for Fall River.
Schr Forest, Alexandria for New Haven.
Schr Minquas, Heaney, Fort-Johnson for Providence.
Schr Julia Ann, Powell, New York for Providence.

SAILED.

Steamships Idaho (Br), and Russia (Br), Liverpool; King Wilhelm I (Ger), Bremen; Steinman (Beig), Antwerp; Trinacria (Br), Glasgow; Metropolis, Wilmington, OC, Mediator, Norfolk; ship Shakespeare (Ger), Bremen; barks Guiseppe Oneto (Ital), Cork or Falmouth; Titania (Nor), Havre; Morning Light (Br), Valencia; Solomon, San Francisco; Dover, Santander; Sarah B Hale, St Johns, PR.

Also sailed, US frigate Ossipee (on trial trip). Wind at sunset WSW, fresh.

Marine Disasters. 82-For additional disasters, received by Atlantic ca-

be, see seventh page.

Ship Quintzuo, from Valparaiso for Boston, still remains ashore on Cape Cod in about the same position as before, only she has slightly heeled off shore. (A later report states that she is affoat and on her way to Boston.)

Shir Richard Robinson, from New York for Liverpool, previously reported towed into Halian, had been pumped out 12th. It was not decided what would be done with the cargo.

BARK GUSTAVE (Fr.), at San Francisco. Nov. 4 from Sydney, NSW, on the 18th of Aug. lat 32 50 S, lon 161 E, had a strong gale from NNW, lasting two days, during which jettisoned 12 tons of coal to lighten the vessel.

BRIGE EH RICH, Paine, from Baltimore for Boston, before reported ashore on North Peint, with the assistance of a ting succeeded in getting off night of 11th, without injury, and proceeded.

jury, and proceeded.

Som Hessey A Paul, Strange, from Providence for Alexandria, arrived at Baltimore 12th inst, for repairs, having lost jibboom off Blackistone's Island the 9th inst.

SCHR ELLA M PENNELL, Mitchell, from Wilmington, NU, for Mayaguez, was in collision Nov 10 with brig Delohin (which arrived at W 8th from London), at the wharf at Wilmington. The EM Proceeded, and steaming Wm Nyce was sent after fer with revenue officers to claim damages.

Nyce was sent after her with revenue damages.

Sche Maggie P Shirn, from Philadelphia for Boston, went ashore on L'Hommedieu Shoals night of 10th inst, but got of next afternoon without assistance.

Sche Evelyn, from Chiais for Bridgeport, arrived at Vineyard Haven Nov 10, leaking 2,600 strokes per hour. Efforts were being made by a diver on the 11th to stop the leak.

leak.

Sonn Mautha (of Bangor), from Bristol, Me, for Charleston, was fallen in will by the schr Susan etctson, from Savannah from Damaricotta on the 19th list, in lat 57 59, lon 75 39, in a sinking condition, having sprang aleak in a gale on that date, and was settling fast, not withstanding that every effort was made by numping and bailing to keep her affoat. The susan Scranton took off the crew and landed them at Vinoyard Haven on the 18th. the 11th.

Sons Harrisat, (of Islebars, Me), from Bangor for New
York, at Ymeyard Haven 12th, reports that at 2 o clock
same morning was in column of the East Chop with the

SHIPPING NEWS.

Almanac for New York—This Day.

**Ar Annie McGee (of Camden, NJ), from Philadelphia for Boston, with a cargo of coal. The Annie McGee sunk is unit of the Capital and crew arrived at Vineyard Haven in the Hannibal. The McGee lies in the track of vessels passing through Vine-

Acw Haven Nov 10 for Philadelphia, and put back same afternoon with bowsprit and jibboom gone.

Schr Mary B Dyrn, from Boston for Virginia, at 10 AM Monday, off Nantucket Shoals, was run into by an unknown schr and had foresail badly torn. Put into Newbort, RI, on the same day (as before reported) for repairs.

Il at Tasbate: all hands saved.

Vikevard Haven, Mass, Nov. 11—The leak of the schr Harriet Newell, before reported, has been stopped by Mr. Baker, sub-marine diver, and the vessel is lied to-day for her destination.

The hole in the side of the schr Antelope has been patched by a diver and the vessel freed of water, and advices from her owners are awaited before proceeding with any repairs on her.

Miscellaneous.

SHIP DOUNE CASTLE (Br), from Shanghae for Hong Kong, to load for New York, before reported seen with loss of spars, has been withdrawn and her freight taken by ship Kiniauns Castle, 799 tons, of Glasgow.

BARK JANE ADELINE, 401 tons, built at Westbrook, Me, in 1883, lately hailing from Portland, has been bought by New York parties for \$21,600.

New York parties for \$21,000.

Bark Newessink, 61 tons, built at Calais, Me, in 1866, has been sold to Boston parties at a private price.

The hull, rigging, &c, of bark Eirzabeth Knowles (Br), recently stranded on Tubb Island Beach, NC, were sold at auction at Wilmington, NC, Nov 8, for \$500. The purchaser was Mr Solomon Bear.

Kingsbury & Co.

At East Boston, one ship of 1400 tons, by Campbell & At East Boston, one ship of 1400 tons, by Campbell & Brooks, for W H Kinsman & Co, and one bark of 600 tons, by same parties, for Kilham, Loud & Co; also a bark, by and for D D Kelly, of Boston; a bark of about 360 tons, by the Messrs Sampson, for John S Emery & Co; and a bark for Kilham, Loud & Co, by Abiel Gove. S Emery & Co; and a park for Atlanta, Abiel Gove.

The frame of a new ship in McGilvery & Co's yard is going up rapidly.

At Richmond several good sized vessels are on the stocks in different stages of progress.

ough manner. She is to be commanded by Capt Chas it Marston.

At Harrington, 3d inst, from the yard of Ramsdell, Kim ball & Cofin, a fine brig of 575 tons, named C C Sweeney, to be commanded by Capt Otts C Cole.

At Jonesport, 4th inst, from the yard of D J Sawyer, a fore and aft schr of 137 tons, named Florence P Hall. She is owned by D J Sawyer and others, and is commanded by Capt Nathiel C Rogers, late of schr D Sawyer.

Bark S R Bearce descore noticed, was launched at Yarmouth, Me, Nov 7. She ran across the river upon the other bank and broke her rudder mad rudder braces.

At East Machias, 5th inst, by J M Wiswell, a double decked 3-masted schr of 460 tons, named Kensett, owned by F Talbot, of New York, to be commanded by Capt John & Downing, late of brig Kodiak.

At East Machias, 3d inst, Mr W H Knight launched a sent of 166 tons, to be commanned by Capt Urban Huntley,

Notice to Mariners.

Notice to Mariners.

Notice is hereby given that a green buoy, marked "Wreck." has been placed 25 fathous ESE of the bark British Banner, sunk in the Shipway.

The buoy lies in 9 fathoms at low water spring tides, with the following marks and compass hearings:—
Oxford High Lighthouse, in line with a grove of trees, \$25. 14 E.
Shinwash light vessel, SE by E M E, distant I mile.
NE Bawdsey Buoy. W 14 S, distant I mile.
The main and miren masts show above water.
Ryofter.
Ryofter.
Ryofter.
Trinity House, London, Oct 29, 1373.

EAST COAST—WRECK NEAR SOUTH RACE'S BANK.
Notice is hereby given that a green buoy, marked with
the word "Wreck," has been piaced 15 fathoms E from the
crigantine Ann, sunk to the eastward of the South Race's

Bank.

The buoy lies in 9 fathoms at low water spring tides, with the following marks and compass bearings:—
Dudgeon light vessel, N ½ W, distant 33 miles.

South Race's Bank Buoy. W by N (northeriy), distant 3 8 liths mile.

The mainmasthead shows about 4 feet at low water, and the foretopmast is standing part out of water.

By order.

ROBIN ALLEN, Secretary.

Trimity House, London, Oct 29, 1873. Whatemen.

Whatemen.
Arrived at San Francisco Nov 3, barks Camilla, Pulver,
Arctic Ocean, 550 bbis oil and 7000 lbs bono: Helen Mar,
from do, 550 bbis oil and 8500 lbs bone: Helen Mar,
from do, 550 bbis oil and 8500 lbs bone: Arrived at do 10th, barks Live Oak, Whelden, of NB,
with 1600 bbis and 18,600 lbs bone: Java, Kelley, of NB,
from the Arctic Ocean, with 118 bbis sp and 180 do wh eil.
Reports bark Onward, Hayes, NB, with 6 whs; ship St
George, Knowles, do, 6 do.
Also arrived at do 10th, ship Jirch Perry, Owen, of NB,
from the Arctic Ocean, having taken 60 bbis sp, 1150 do
wh oil, and 14,000 lbs bone since leaving Honolulu last
spring. wh off, and re, we be deford Nov II, bark Marcella, Sturges, for Indian Ocean.

Spoken—Sept 33, in the Arctic Ocean, bark Joseph Maxwell, Hickmott, NB, having taken 4 whales this season; snips Jirch Perry, Owen, do, 9 whales do; Josephine, Long, II whales do.

Spoken.

Spoken.

Ship Prude (Br), from Montevideo for Vancouver Island, Oct 5, lat 11 43 N, lon 123 W.

Brig John Boyd, from New York for Demerara, Oct 6, "lat 5 S, lon 23 W."

Be-For additional foreign ports, received by Atlantic cable, see news columns.

BATAYIA, Sept 12—Sailed. Emma, Dameler, Sourabaya, to load for Boston; 13th, Alvington, Adams, Pekalongan, to load for New York.

BUKNOS AYMES, Sept. 30—Arrived previous, bark Torryburn (Br), Copp, New York.

CINNTUKGOS, New York.

CENTUKGOS, New York. ENFUEGOS, NOV 6-Sailed, bark M E Chapman (6r), ins, New York. ardenas, Nov 6-Sailed, brig Prairie Rose, north of East Hannon, TI, Oct 27-Sailed, bark Emma Francis, Nork.

HAVANA, Nov 6-Arrived, brig Etta M Tucker, Merriman, Philadelphia.

Salled 6th, bark Brothers, Chase, Hampton Roads; brig Antilles, Skinner, Calbarien; schr. Rubina (Br. Second.)

Sailed 6th, bark Brothers, Chase, Hampton Roads; brig Antilies, Skinner, Calbarlen; sehr Rubina (Br.) Secord, New York; 7th, barks G W Bosevelt, Harriman, do: Nueva Casimira (cp.), Durall, New Orleans; brig Redwood, Lefavor, Pensacola; schrs S B Hume, Diggins, Fernandina: Planter, Percg. Progress.

Cicared 7th, schr Tempo (Br.), Scott, Sagua.
Lichiom, Oct 24-Sailed, brig Juliet C Clark, Moore, New York.

Malada, Oct 18—Cleared, brig Myronus, Joy. New York; Schr Mabel F Staples, Co'e, Boston; 19th, bark Astarity (Ital), Roberts, New York.

Monrkvideo, Oct 19—Arrived previous, bark John Mathues (Br.), Roberts, Boston.

Manacaiso, Oct 12—Sailed, brig St Jago (Ital), New York; 14th, bark Victoria Perez, Lindsny, do.

G'ing in 18th, schr Louisa D (Br.), Wagner, from New York; York.
MAYAGURE, PR. Oct 20-In port schr Chas L Hodgson,
Matheson, from Bristol, Kl, disc.
Maranzas, Nov 5-Arrived, bark Western Sea, Hanson, Matheson, from Bristol, Kl, disg.

Matheson, from Bristol, Kl, disg.

Matheson, Sailed 5th, brig Mary C Marliner, Lowe, New York; schr
Shaitmore,
Sailed 5th, brig Mary C Marliner, Lowe, New York; schr
Shark, Nairn, Cedar Keys.

Newcastra, NSW, Ang 36-Sailed, bark Burnside, Pendergrace, Yokohama.

Pennsambuco, Oct 28-Arrived previous, bark Casco,
Pen icy, Now York.

Quasac, Nov 10-Arrived, steamships Polynesian (Br),
Brown, Liverpool; Corlinhian (Br), Scott, Glasgow
Sisaarons, Sept 26-Sailed, bark Johanna & Wilhelm
(foc), Schroeder, Boston.

Bacta, Nov 16-Sailed, brig E H Williams, Tinker, north
of liatters; schr Geo Peabody, White, do.

Brouns, New York Carrived, steamship Scandinavian
(Brack, Nov 16-Arrived, schr Mary C, Cook,
Philadelphia, Nov 4-Arrived, schr Mary C, Cook,
Philadelphia, Nov 4-Arrived, schr Mary C,
TRINDAD (Cuba), Nov 4-Arrived, brig R S Hassell,
Hodgson, Faimouth Ja (and sailed same day for Pensacola.

Sailed 4th, brig Minde Miller, for Philadelphia,
Victoria, Nov 4-Arrived, snip Nation's Hope (Br),
Bateman, San Francicco.

American Poyts.

American Ports.

American Ports.

ALEXANDRIA, Nov 11—Arrived, steamship E C Knight, New York; Schrs J D Williams, New York; C A Jones, Boston; Leonard Burnham, do; Charles Morton, Windson, NS; Charles Jameson, Boston for Washington; Vicksburg, Bargor for dc.

Sailed—schrs Jennie Bursiey, Boston; Uarrie Holmes, Jersey City; Leonard Burnham, Providence.

APPONAUG, Noy 11—Arrived, schr Thomas P Cooper, Siepeper, Elizabethport.

BOSTON, Noy 11—Arrived, schr Wm Todd, Wood, Weehawken. Seeper, Elizabethport.

Seeper, Elizabethport.

BOSION, Nov II—Arrived, schr Wm Todd, Wood, Weehawken.

Cleared—Schrs E De Hart. Low, Galveston: Kate M Hitton, Fisk, Savannah: Lottie, Taylor, Baltimore; S O Tryon, Nickerson, Philadeliphia; Elizabeth English, Crowell, New Yora.

1th—Arrived, barks Eureka, Prince, Java; Francis, Loring, Melillones: Manchester, Tutts, Accra; Clotilde, Clentueges, Zephyrme (Br.; Johnson, Turks Island; brigs D A Small, St. Domingo City; Eliza Stevens, New Orleans; Seib Cayenne, Keene, Cayenne for Salem: Emeline, St Marc; Carrie C Mies, Tangler; E O Winship, Alexandria; Albert L Butler, do; James Young, Maggie Mulvey, John T Manson, Ralph M Hayward, Elia M Watts, Addte Blaisdell. H W Foster, Wm R Drury, Williamine, Henry M Squires, and Hattie G Daw, Baltimore; Marcia S Lewis, Calvin, Sanuel E Fabens; Lucy D, Wm Willer, Annie May, Loule F Smith, S S Hudson, Bertha Souder, Hugh B Mctaulay, Vt. Hickman, & A Bartle, Agnes R Bacon, E G Irwin, A P Cramor, L C Hickman, Jacob Kenzie, Louisa Frazer, M P Smith and Edith B Everman, Philadelphia; S J Gilmore, Kondout; N & H Gould, Sonny Boat, D & E Kellev and Laura Robinson, South Amboy; Lookout and Ida, L, Hoboken; Ring Dove, Weckhawken; Belle Brown, New York; Ira Laffrienter, W Saulsbury and Sarah E Jones, Elizabethport, Copia, Port Johnson, Cleared—Steamships Wm Crane, Baltimore; Aries, Philadelphia; General Whitney, Hallett, New York; barks Blaney Bros, Kennard, Pernambucc; Hermes (Rus), Larssen, Gloucester, Ei, brig st Clements Dan), Schmidt, Maiaga; schra Crescent Lodge, Alien, Boston; D F Keeling, Robinson, Savannab.

Also arrived 2th, schra C C Lane, Lane, New Haven; Benry A Paul, Strange, Frovidence for Alexandria (for ropairs, having los); Jibboom; Alex Yong, Jones, New York; Bryth Comment, New York; San Francisco; barks D A Brayton, Genoa: Heroime, Wed Indies.

BCLESWICK, Ga, Nov F—Cleared, Schr Experiment (Br., Nev York, Son, Nov 4—Arrived, schr Anne, M Bliss, Brom.—

BANGOR, Nov 10—Arrived, schr Albert Jameson, New York.

York BRISTOL Nov 10-Arrived, schr Monitor, Chase, Newport, to loss for New York, BAKER'S LANDING, Nov II-Arrived, schr Wm Walton, Compton, Georgetown, DC. CHARLESTON, Nov & Arrived, barks Jane Lamb (Br.), Baker, Rosario; Freit (Nor), Halverson, Wilming. CHARLESTON Nov. (Br.) Balversen, Wilming-(Br.) Baker, Rosario; Freir (Nor), Halversen, Wilming-ton, NC. Cleared—Bark Chara E McGilvery, Walnutt, Eucksport, SC and sailed Juh). Sailed—Brig Albert Fesca (Ger), Schlobe, Liverpool,

11th—Arrived, steamship Weyhosset, Potter, Port as Prince for New York (not as before reported), and sailed 12th). COOSAW, SC, Nov 1-Arrived, brig Ino (Br), Phillips Plymouth, E. CALAIS, Nov 6-Arrived, brig Milwaukie, Mitchell, ioston. Cleared—Schrs Sea Dog, Allen, Newark; L A Board-an, Norwood, New York. 7th—Cleared, schr Maud Malloch, Norwood, New York. DARIEN, Nov 4—Arrived, schr Lucy Collins, Collins,

oston.

ch—Arrived, schr Jas A Potter, Ozier, Beston.

Cleared—Bark Nymphen (Nor), Hangensen, Liverpool
FERNANDINA, Nov 5—Cleared, schr S P Brown, Tin ter, Philadelphia.

6th—Cleared, bris James Davis, Partridge, New York, FORTRESS MONROE, Nov 12—Fassed in for Baltinore, barks Paladin (Arg.) Jones, from Rio Janciro; Elda (Ger), Winters, from Bremen; Ellen Stevens, from ardenas; brigs J D Puffer, from Liverpool; Giance, rom St Jago; schr Shiloh, from Sagua. Jago; schr Shiloh, irom Sagua. I out—Barks Chapman (Rus), Strom (from Balti or Queenstown; Andes (from do), for the Wes ughkeepsie. 11th—Arrived, schr Sarah L Simmons, Gandy, Phila

eiphia.

Passed up—Schr Helen A Amea.

GALVESTON, Nov 5—Arrived, ship Coldstream, Cousan.

New York: schr River Queen, Ricker, New Orleans.

Cleared—Bark Mary Mark. Pirouet, Liverpool; schr ulia, Gorch, Tuxpan.

6th—Cleared, schr St George. Techcamp, Tampico.

11th, AM—Arrived, steamship City of San Antonio, enninston, New York.

GEORGETOWN, DC, Nov 9—Arrived, brig Isola, Lord, Vindsor. Windsor,
GLOUGESTER, Nov II—Arrived, schrs Henry Whitney,
GLOUGESTER, Nov II—Arrived, schrs Henry Whitney,
Coombs, Bluehill (or Phindelphia; Exeter, Pendleton,
Rockland tor New York; C B Jones, do for do.
JACKSONVILLE, Nov 6—Arrived, bark Antelope (Br),
Davis, Nassau, to load lumber for Guadaloupe.
KEY WEST, Nov II—Arrived, steamship City of Honston, Deering, Galveston (and saided 12th (or New York),
LUBC, Nov 5—Sailed, schr Mary F Pike, Good, New
York Nov 5—Sailed, schr Mary F Pike, Good, New ork.

9th—Sailed, schrs Marcia Reynolds, Houghton, Alexanria; Sea Lark, Miller, New York.

10th—Sailed, schr Fanny Flint, Warren, Richmond, VaNORPOLK, Nov 8—Arrived, schrs E A Baker, Teal,
ew London; Mary & Carrie Mosley, do; Two Bisters,

11ver, Medford; J Henry, Kirk, New York; Cavalier,
o; Morning Star, Cochran, do.

York. Sailed—Schrs S T Robbins, Horton, Providence for Vir-Salem.

Lewes, Nov II, PM—Went up his morning, brig David Owen, from Sagua, and schre Louisa Wilson, and Anna Leland. Bark Cuba remains; also a few schooners.

PORTLAND, Nov 10—Salled, barks J S Winslow, Venture; brig Machias; schre A D Henderson, W H Jourdan, Ida L Howard, Nellie F Sawyer, Lizzie B Gregg, Thos Hix, and others. tille: brig sacalas' keris a byser, Lizzie B Gregg, Thos Hix, and others.

PORTSMOUTH, NH, Nov 11—Sailed, schr Starligh Blatchford, St Marys, Ga.

PROVIDENCE, Nov 11—Arrived, Steamer William Kennedy, Foster, Baitimore via Norfolk; scrs Wm B Hilton, Weaver; Calvin P Harris, Benton; Lemuel Hall, Grinnell, and George Taulane, Adams, Georgetown, DC; Ann M Nash, Nickerson, Bowler's Rocks, Va: Pedro A Graw, Lake; Wm M Wilson, Brown, and Mary Price, Newiove, Philadelphia for Fawtucket; Vapor, Johnson, Trenton for Pawtucket; Wave, Hubbard, Trenton for Pawtucket; Wave, Hubbard, Trenton for Pawtucket; Wave, Hubbard, Trenton for Pawtucket; John Brooks, Fox Elizabethport; H B Diverty, Nickerson, and Eva Diverty, Hand, South Amboy; Lucy Church, Byder, and Nightingale, Young, Port Johnson; Elizabeth B, Hogan, Ponghkeepsie; Geo S Allison, Leet; Robert Baiar, Brooks, and Amos Briggs, Knapp, Haverstraw; Success, Richards, Hoboken, Letter, Schre, Gliver Ames, Busbee, Georgeiown, DC;

NSW.

Cleared—Ships Berkshire (Br), Cammell, Queenstown; James A Wright, Morrison, Cork; bark Stella Maris (Fr), Aillet, Falmouth.

Salieo-Steamship Constitution. Nolan, Panama; ships Edinburgh Castle (Br), Cape, Queenstown; Carrick Castle (Br), Thyne, Cork; John Bryce, Morse, Queenstown; bark Henrietta Behn (tier, Wupper, Gnaymas.

SAVANNAH, Nov 8—Cleared, schr Jonas Smith, Hodgkinson, Brunswick (not Jacksonville).

12th—Arrived, steamship San Saivador, Nickersen, New York; ships Herbert Beech (Br), Crosby, Liverpool; Henry S Sauford, Dunphy, Antwerp; barks Ermina (Br), Phillips. Montevideo: Arracan, Bremen; Bonito (Br), Crichton, Rio Janeiro; Josephine (Br), Hopburn, Demerata.

Cleared—Bark Carrier Dove (Br), Saunders, Liverpool, SATILLA, Nov 4—Arrived, brig Zavalia Williams, Ve-SALEM, Nov 10-Sailed, schr Sallie Mair, Powell, Phil-SALEM, Nov 10—Salied, schr Salile Mair, Powell, Philadelphia.

SOMERSET, Nov 7—Arrived, schr M V Cook, Falkenburg, Philadelphia; Ot Csmith, Phillips, New York.

10th—Salied, schrs Wm C Bee, Chester, Philadelphia; O C Smith, Phillips, New York.

10th—Arrived, schrs Earl P Mason, Bray, Georgetown, DC; M M Merriman, Crane, Philadelphia.

11th—Salied, schr J J Moore, Franklin, Philadelphia.

11th—Salied, schr J J Moore, Franklin, Philadelphia.

1VINEYARD HAVEN, Nov 10—Arrived, schrs Ontara, Pettigrew; Mary E Long, Caroline Keinzel, Sarah J Bright, J W Hall, Freddy L Porter, Calvin, G C Morris, and Clara W Elwell, Philadelphia for Boston; E W Foster, and Ella W Matts, Baltimore for do; Red Jacket, New York for do; F A Pike, South Amboy for do; L D Wentworth, Port Johnson for do; Dresden, Weehawken for do; Carrie Mills, Virginia for do; Francis Coffin, and Casco Lodge, Elizabethport for Portsmouth; George Revenge and Lucy Cosswells, Philadelphia for New Duryport; Franklin, and Pacific, do for Waldsbory, Alice

New York, Pot Sonnis, Virginia for do; Francis Coffin, and Casco Lodge. Elizabethport for Portsmouth; George Revenice and Lucy Cosswells, Philadelphia for Newburyport; Franklin, and Pacific, do for Waldsboro; Alice Cakes, South Amboy for Hailowell; Isabella Thompson, do for Salem; Geo Kilbourn. Philadelphia for Bangor; Black Diamond, Port Johnson for Danversport; Silver Hecks, do for Rockland; Lucy Ames, Philadelphia for Bath; Itattle Ellen, Hoboken for Calais; Eliza & Rebecca, Boston for New York; Helen G King, and Lizzle, Calais for do; Storm Petrel, and Leonone, Bangor for do; Alabama, Tenant's Harbor for do; Harper, Frankford for do, Chailenge, St George, Me. for do; Errene, Elisworth for do; Thomas Hix, Portland for Errene, Elisworth for do; Thomas Hix, Portland for Greek, Laworth of do; Amos Walker, Soston for Philadelphia for Blehmein Georgetown for do; L A Johnson, Windson for Richmein, Georgetown for do; L A Johnson, Windson for Richmed, Savannah for Boston; Albert L Butler, Alexaniria for do; William H Jourdan, Georgetown for do; L A Johnson, Salled—Schrs Watchman and Louis A Swett.

11th, Am—Arrived, schrs Georgia and Georgie D Loud, Savannah for Boston; Albert L Butler, Alexaniria for do; William H Jourdan, Georgetown for do; L A Johnson, Salled—Schrs L A Johnson, Garrie Miles and Porcy, Florence, N., for Salem; John Mentworth, Georgetown, SC, for Bucksbort; Caroline Grant, Boston for New York; Helen Thompson, Vinal Haven for do; J K Howard, St John for Philadelphia. Salied—Schrs L A Johnson, Carrie Miles and Porcy, PM—Agrived, schrs Susan Stetson, Savannah for Damariscotia; S C Tryon, and Ira Birdsail Johnson, from Boston for Philadelphia and Battimore; Charles K, Raymond, do for New York; Cows (f), Rockland for do; Ellen H Gett, Rockport, Me, for do.

Salied—Schrs L A Johnson, Carrie Miles and Porcy, PM—Agrived, schrs Susan Stetson, Savannah for Damariscotia; S C Tryon, and Ira Birdsail Johnson, from Boston for Philadelphia; Alice B and Charles K, Raymond, do for New York; Cows (f), Rockland for d Sinbad.

12th—Arrived, bark Grecian, Boston for New York;
brizs Dauntiess, Bangor for do; J Leighton, Port Caledonia for do; Princeton, Boston for Philadelphia; schr
Hamilbal, Boston for New York,
WILMINGTON, NO, Nov 10—Cleared, bark Maria Rosa
(Ger), Schultz, Liverpool; brig A M B (Br), Strang, Belfast, I; schrs Mary F Corson, Corson, Charleston; Lila
Babcock, Lee, Bucksport, Me.
WICKFORD, Nov 10—Arrived, schr Helen, Scarle,
Elizabethport.

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On Sunday from 3 to 9 P. M.

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IS AN IMPOPHOSPHITE OF LIME AND SODA
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Nervous Power and Energy, Nervousness, Prostration of
the Vital Forces and Powers and Weakness of every description. It is

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